

Proposed additions to an amendment to HB 2292 and the TPC's input and recommendations.

1. – Funding Mechanism for Streets (Section 28-6304). Provides a funding mechanism for street improvements.

TPC input/recommendation: This section led to a discussion as to how best to define major arterial streets. The TPC reached consensus on the following definition: "Interconnected thoroughfares whose primary function is to link areas within the region and to distribute traffic from and to the freeways; these are routes generally of regionwide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses."

2. – Planning and Administration Funds for the RPTA and MAG (28-6305). Divides the current funds going to the Regional Public Transportation Authority (RPTA) for administration and projects to now also go to the RPTA and MAG for planning, design and administration, monitoring, and projects to implement the tax.

TPC input/recommendation: Several members asked for clarification on this section. It was explained that under current law, this section is responsible for funding the administration of the RPTA and some bus routes. When the new plan is developed by the Transportation Policy Committee, the funding for transit projects will flow through the Public Transportation Fund, not this section of the law. Therefore, the funds in this section were divided between the RPTA and MAG for planning, design, administration, monitoring and projects to implement the tax. Members expressed a desire to have the planning and administration funds used for these purposes to be approved each year in the Annual Work Programs of the RPTA and MAG. The TPC suggested that staff continue to work on refinements to section to reflect the inclusion of this funding through the work programs of the RPTA and MAG.

3. – Material Cost Change (28-6353). Expands the material cost change policy now used by ADOT for freeways to apply to transit. This provision would have material cost changes to the transit system approved by MAG, equivalent to what is now done for the freeway system.

TPC input/recommendation: The TPC supported these provisions.

4. – Annual Report for Transit (28-6354). Requires MAG to issue an annual report on transit. This provision would put in place for transit the same oversight procedure used to report on the regional freeway system.

TPC input/recommendation: The TPC asked for clarification on the RPTA's role in the process. It was explained that RPTA will control the sales tax expenditures for transit going through the already established Public Transportation Fund. As the agency expending the public transit funds, the RPTA would be responsible for establishing a budgetary process (life cycle program) similar to what is now done by ADOT for the Regional Freeway Program. MAG would issue an annual report on the expenditures reported in the RPTA Life Cycle Program. The TPC supported these provisions.

5. – Control of Transit Enhancements (28-6353). Ensures that the cost for transit enhancements are paid by the local agency requesting the enhancement.

TPC input/recommendation: The TPC supported this provision.

6. Transit Under the Citizens Transportation Oversight Committee (28-6356). Includes transit under the oversight responsibilities of the Citizens Transportation Oversight Committee.

TPC input/recommendation: The TPC supported this provision.

7. – Sales Tax in Public Transportation Fund (48-5103). Allows for the Public Transportation Fund to receive sales tax funds for transit that are approved through an extension of the sales tax.

TPC input/recommendations: The TPC clarified that the provision applied only to funds from the half-cent sales tax. The TPC supported this provision.

8. Life Cycle Program for Transit (48-5106). Requires that the RPTA develop an annual life cycle program (program budget) for transit projects similar to the budget that is currently done by ADOT.

TPC input/recommendation: The TPC supported this provision.